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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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COUNTRY Czechoslovakia
SUBJECT Additional AOB Information

REPORT

DATE DISTR. 13 July 1954

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REQUIREMENT

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REFERENCES

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25 YEAR RE-REVIEW

STATE	#x	ARMY	#x	NAVY	#x	AIR	#x	FBI		AEC						
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USAF review completed.

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I. ADDITIONAL AOB INFORMATION:

1. Technical Division at Zbiroh: [redacted] a Technical Division was located at Zbiroh /N 49-51, E 13-46/ [redacted] 25X1
2. Milovice /N 50-14, E 14-54/: In 1949 Milovice was used for jet training with MIG and S-101 (YAK) aircraft and continued until May/June 1953, when the latest division started forming. [redacted] the YAK aircraft (about 10 in number) went to Zatec /N 50-20, E 13-33/ but returned to Milovice in 1953. 25X1
3. Pardubice: Construction was commenced in 1951 [redacted] the runway was three kilometers in length and [redacted] some twin-jet bombers would be coming there. [redacted] a twin-jet bomber [redacted] were "Ilyushin" type. 25X1
4. Bechyne /N 49-18, E 14-29/: [redacted] a new airfield was being built here but [redacted] no information. 25X1
5. Emergency Landing Fields: [redacted] a gap cut in the forest between Rokycany /N 49-44, E 13-36/ and Myto /N 49-48, E 13-44/ [redacted] used for emergency landing fields. 25X1

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25 YEAR RE-REVIEW

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6. Camera - MIG: [redacted] there was only one opening for a camera in the MIG which is directly under the pilot. [redacted] there was definitely no opening beneath the rear end of the fuselage. There were also no cameras fitted for use with the guns. [redacted]

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7. Radios/Radar:

- a. A call sign was given to each pilot and in the case of the 16th Fighter Regt. these call signs were in the 300-series.

- b. [redacted] an oblong aerial under plexi-glass on top of the fuselage behind the pilot's cockpit [redacted]

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- c. The MIG-15 had a radio compass antenna under the starboard wing.

- d. [redacted] there was no radar at Line but [redacted] a radar array in the southwest extremity of Pilsen-Bory Airfield which [redacted] was controlled by Line Airfield. [redacted] in the spring of 1953 someone shot at this installation with a machine gun and the alert guards from Line were called out to attempt to catch the saboteur. They failed. [redacted]

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[redacted] the upper part of the radar array /Annex A7 rotated [redacted]

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- e. [redacted]

8. General:

- a. Surprise moves to test mobility were not carried out [redacted]

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- b. The Army occasionally asked for two MIG's [redacted]

- c. Siebels were sometimes used for bombing training, using cement bombs.

- d. [redacted] aircraft were located as follows:

(1) Siebels at Mimon /N 50-39, E 14-44/.

(2) Messerschmitts and Ilyushins at Pilsen. [redacted] the Messerschmitts were made in Czechoslovakia and had different engines from those built in Germany).

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(3) Messerschmitts and Ilyushins at Brno. (The Ilyushin was known as the B-36). It had bomb hooks under the wings but no rocket rails.

- e. MIG's had hooks which could be used for either carrying bombs or long-range tanks. However [redacted] no bombs were carried by the MIG's at Line.

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- f. [redacted] MIG aircraft [redacted] none had a second pilot tube, none had a second jet motor in the rear of the fuselage and none had rockets to assist take-off.

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g. [redacted] withdrawal of guards from towers would mean complete desertion of the airfield

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h. [redacted] if all four divisions were up to strength, there would be approximately 480 MIG aircraft. aircraft at the airfields where these divisions were located is as follows:

- (1) 75 MIG's at Line
- (2) 90 MIG's at Zatec
- (3) 80 MIG's at Ceske Budejovice
- (4) 30 MIG's at Milovice

i. The total period for winterization or summerization of aircraft was eight days but the aircraft were never allowed to be taken completely out of commission. Such modifications as were necessary were done on the instructions of the technical officer and the work was carried out in bits and pieces to assure that the aircraft was at all times imminently serviceable.

j. [redacted] the time for refueling was fifteen minutes and the time for rearming was longer. However [redacted] there were two mechanics to each aircraft for refueling but only two armorers to four aircraft for rearming.

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k. [redacted] the aircraft were covered with a transparent varnish to prevent oxidation [redacted]

l. [redacted] technical personnel received greater pay than unskilled personnel. [redacted] pay rates:

- (1) Draftees get 60 crowns per month plus three cigarettes a day.
- (2) Technical officer working on S-102 received 640 crowns per month if he was a draftee and 1,100 crowns per month if he was a regular officer.
- (3) An assistant mechanic working on an S-102 received 234 crowns per month and no cigarettes.
- (4) A piston-engine mechanic, who was usually a non-commissioned officer, received 495 crowns per day.

m. [redacted] for the air display on September 6th at Prague, 55 MIG's were sent by Line.

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Annex A: Radar Array at Pilsen-Bory Airfield

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Annex A Radar Array at Pilsen-Bory Airfield

